

Pacific Electric Right-of-Way/West Santa Ana Branch Corridor Alternatives Analysis

Fact Sheet: Study Background

Project Overview

The Pacific Electric Right-of-Way (PE ROW) / West Santa Ana Branch Corridor is a railroad right-of-way that extends for approximately 20 miles between the City of Paramount in Los Angeles County and the City of Santa Ana in Orange County. The railroad corridor was once part of the Pacific Electric Railway, or Red Car, system that provided mass transit service to Southern California from 1901 to 1961. Much of the corridor has been abandoned and is not currently used for mass transit purposes.

The Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro) and the Orange County Transportation Authority (OCTA), is conducting a transit Alternatives Analysis (AA) for the PE ROW / West Santa Ana Branch. The AA will examine potential transit service along the corridor that can provide additional travel options between Los Angeles and Orange Counties, reduce congestion on nearby streets and freeways, and provide adjacent communities with access to the regional transit network.

Alternatives Analysis (AA) Planning Study

The AA will examine options for connecting to the Metro Blue Line, Metro Green Line, and Los Angeles Union Station on the north end, and to the Santa Ana Regional Transportation Center on the south end. Though alternatives will generally follow the PE ROW / West Santa Ana Branch corridor, potential alignment and improvement options outside the right-of-way may be studied.

The AA will evaluate a broad range of alternatives, including bus rapid transit (BRT) with dedicated bus lanes, light rail transit (LRT), commuter rail, and high speed rail, along with “no-build” and Transportation Systems Management improvements.

At the conclusion of the AA, SCAG staff will recommend a course of action to the Regional Council, as well as to Metro and OCTA. As the owners of the right-of-way and the implementing agencies, Metro and OCTA will have the option to proceed with the project into the environmental and engineering phases consistent with federal and state requirements.

Public Involvement

There will be many and ongoing opportunities for public involvement in the AA process. Three rounds of community workshops will be scheduled at key stages of the study to share information and solicit input and feedback from residents, businesses, and other stakeholders along the corridor. The first round of workshops will take place in early summer 2010 and will provide the public with an opportunity to identify community needs, such as access to jobs, education, and recreation, and to solicit ideas on how transit service on this corridor might address those needs.

STUDY SCHEDULE

Note schedule subject to change

MARCH THROUGH SUMMER 2010 Study Initiation

SUMMER 2010 TO FALL 2010 Alternatives Development and Refinement

FALL 2010 TO SUMMER 2011 Alternatives Evaluation

FALL 2011 Locally Preferred Alternative

Study Area

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The map illustrates the proposed Pacific Electric Right-of-Way / West Santa Ana Branch Corridor, shown as a red line. It highlights potential connections to the Blue Line, Green Line, and Union Station in Los Angeles, and to the Santa Ana Regional Transportation Center in Santa Ana. The map includes a legend for Metro Rail Lines and Stations, Metrolink Rail Lines and Stations, and the CA High Speed Train, Los Angeles to Anaheim (proposed). It also shows major highways (I-5, I-10, I-405, SR-60, SR-57, SR-22, SR-55, SR-91, SR-710) and city boundaries (Los Angeles County, Orange County). A scale bar indicates distances up to 3.5 miles.